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Galyna Suslova,

Professor of the National Aviation University,
Director of the ICAO Training Institute, Kiev, Ukraine

ICAO TRAINING INSTITUTE INTERNATIONAL EDUCATION NETWORK INTEGRATION

The goal of the aviation personnel training is to improve the safety and efficiency of air transport through the establishment and maintenance of high standards of training and competency for aviation personnel on a global basis. The training institutions must meet an increasing demand for well – qualified personnel in a wide range of disciplines and emerging technologies. At the same time, the demands are greater than the resources available.

Training plays a crucial role in ensuring the development and implementation of international Standards and Recommended Practices in aviation activities. European Civil Aviation Conference (ECAC) is committed to these aspects, and has undertaken many initiatives over the past years. Directors General of ECAC s 44 Member States endorsed an ECAC Training Policy defining the key principles to be promoted by ECAC and its Member States in terms of training in aviation and to guide ECAC activities in these areas. In this context, an ECAC network of training organisations is established with the objectives of:

- Encouraging cooperation between training organisations in Europe while respecting the role of each organisation in its specific areas of expertise.
- Improving the quality of training courses and programmes by proposing quality standards for the development, management and delivery of training courses and programmes.
- Facilitating the exchange of training experiences between training organisations including the sharing of good practices in particular on conformity with set quality standards.
- Promoting "train the trainers" activities.
- Promoting the standardisation of training materials.
- Strengthening each other's capacity by reinforcing the training and expertise of their personnel.

Directors General of ECAC Member States agreed that a High – Level Group on Training Policy be established and tasked with the development of proposals for a training policy. Membership of the Group ensured the participation of both policy makers and training experts. Members of the Group were senior officials from Belgium, Bosnia and Herzegovina, France, Greece, Italy, Netherlands, Romania, Turkey, Ukraine and the United Kingdom.

Large States can play more active role in safety and security training having greater experience and more advanced resources, in particular human ones. Smaller States have limited internal resources for training and, therefore, have to recruit external consultants or send their staff abroad for training.

The range of available training programmes varied between countries and types of courses, i.e. mandatory and non – mandatory ones. In most cases the mandatory training programmes were considered to be sufficient but the situation with non – mandatory and still quite important training courses was opposite. The environment was considered to be one of the most demanded areas where there was a lack of training programmes in a majority of States.

Considering existing policies and practices the experts agreed on the seven principles that should underpin the ECAC pan – European training policy. This policy should define rules and principles to guide present and future decisions and include a high – level plan embracing the, organisation's general goals to reach the desired outcome, reaching high level of standards in safety and security both within and outside of the ECAC region.

ECAC Training Policy is based on the following principles:

- Promoting training: Despite the economic crisis, all Member States should continue to

encourage and support the organisation of training for their own staff and for staff of industry stakeholders (airport operators, ground handling agents, air carriers, cargo agents, etc). ECAC should promote education and training as a means to reach significant progress in terms of the delivery of satisfactory safety and security standards.

- Developing competency – based training: Recognising the role of EASA in defining requirements for "regulated training" (e.g. positions requiring a licence such as pilot, etc.), ECAC efforts should focus on activities for which only minimum qualifications are defined and for which there are no specific training requirements such as in the economic and environment areas.

- Establishing an aviation culture: Training can play an important role in establishing a

common aviation culture in Europe. While recognising that there are differences between Member States on how the delivery of training is organised, the objective should be to ensure that a uniform level of training is achieved by the various entities developing and delivering training programmes.

- Fostering mutual recognition: Establishing a common reference framework including minimum qualifications will enable Member States, training organisations, industry stakeholders and aviation professionals to compare qualifications across the different training systems. This ability should facilitate the mutual recognition of competencies and qualifications, and subsequently, the mobility of people working in aviation within Europe.

- Anticipating needs: The European training system should be capable of anticipating new and emerging needs for training whether these needs come from new regulations, new technologies or new systems. The policy should promote anticipation of what training needs will be in the future and better communications on these needs with training providers. Forthcoming regulations will determine a series of new requirements on training, and will have an impact on needs for several categories of persons involved in aviation.

• **Supporting competition in training:** Training is organised differently in ECAC Member States

 ranging from a centralised system with a single training provider to an open market system, where the private sector develops and delivers training courses on the basis of the market demands. While in some countries there is a clear separation between the public and private sectors, public/private sector partnerships for some courses are concluded in other countries. ECAC should support this market – based approach while at the same time ensuring that training programmes are accessible at affordable costs, notably by encouraging the availability of local/national/international training programmes, and also by promoting learning at the workplace, and by facilitating on – the – job training. Whether private sector or public, all training organisations should have equal opportunities to offer training programmes in the region.

• **Ensuring quality of training:** The quality of training should be promoted, and initiatives such

 as the definition of minimum competencies for instructors should be encouraged. Standardising the minimum content of training could contribute to improving the quality and relevance of training delivered. Training programmes should be developed by professional course developers, and also benefit from the experience of practitioners. Tools should also be developed to measure the effectiveness of training programmes.

• **Establishing partnership with non – ECAC States:** Europe's training policy should include the

 promotion of European aviation culture internationally. Due to our interdependence with neighbouring countries, the European training system cannot live in isolation and should also consider the needs of these neighbouring States. Supporting and/or organising training courses could contribute to the development of air transport in other regions. To satisfy the objective of improved quality of training, membership in the network shall be¹ open to any training organisation that meets the following objective membership criteria:

- Government – recognised training organisation; or
- ICAO – endorsed training organisation under the ICAO training policy;
- The training organisation has developed its own training materials, and has ability to develop

 new training materials;

- A roster of course developers is available to the training organisation;

- A roster of trainers is available to the training organisation;

- This is not a purely commercial training organisation.

 The ICAO Training Institute at the National Aviation University (Kyiv, Ukraine) fully satisfies these requirements and is included into the European Network. Since 2006 the ICAO Training Institute has trained about 6000 aviation specialists from more than 70 countries. Among them there are CIS countries, Europe (Austria, Belgium, Bulgaria, the United Kingdom, Hungary, Greece, Spain, Italy, Switzerland, Finland, France, Croatia, Netherlands, Germany and others), Asian region (Vietnam, China, India and others), African countries (Gambia, Sudan,

Mauritania, Tunisia, South African Republic and others). Middle East countries (Iran, Qatar, Oman, Bahrain, UAE, Jordan and others).

Such a great variety of countries applying for training at the ICAO Training Institute demonstrates the attitude of the world aviation community towards this distinguished aviation training organization. The training is held both in English and in Russian languages. Highly skilled ICAO instructors having basic aviation higher education (master degree), Ph.D. and professors, experts from airlines and airports, acting CAA inspectors certified by ICAO are involved into the courses delivering. The ICAO Training Institute has got an ICAO endorsement to hold off – site training courses aimed for aviation entities budget savings. The latter fact is of great importance nowadays because the aviation industry faces the problem of exponentially growing demand for well trained and qualified aviation professionals and the problem of strong competition from other industries for highly – skilled personnel.

ICAO Training Institute integration into the International education network is in the progress. The key activities include negotiations on cooperation, quality improvement and experience exchange, coordination of training programmes, development of new training programmes and training materials (for example, training course on safeguarding of civil aviation against cyber – threat, training courses on new European regulations, etc.), creation of the pool of non – mandatory training courses.

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Антоненко Н.Н.,

магистр Таврического национального университета им. В.И. Вернадского,
г. Симферополь, Украина

ВКЛАД МЕЖДУНАРОДНОГО КОСМИЧЕСКОГО ПРАВА В БОРЬБУ СО СТИХИЙНЫМИ БЕДСТВИЯМИ

Бурное развитие промышленности и технологий в XX веке наряду с позитивными эффектами привело также к увеличению количества и интенсивности глобальных проблем человечества. Под ними понимаются такие явления, которые для своего решения требуют взаимодействия всего мирового сообщества и не могут быть решены посредством усилий отдельно взятых государств.

Одним из таких вызовов человечеству являются стихийные бедствия. Стихийные бедствия приводят к осязаемым негативным социальным и экономическим последствиям, становятся причиной других отрицательных явлений: увеличения количества миграции, сокращения ВВП и доходов на душу населения, стимулируют развитие инфляционных процессов и т.п.

Актуальность тематики обосновывается тем, что космические технологии имеют большой потенциал для прогнозирования, предупреждения и смягчения последствий стихийных бедствий. Международное космическое право посредством регулирования международного сотрудничества с целью борьбы со стихийными бедствиями призвано повысить эффективность использования космических технологий.